

Idaho Logging Safety News

Published quarterly in the interest of logging safety by the
Division of Building Safety, Logging Safety Bureau

Dirk Kempthorne, Governor
Dave Munroe, Administrator



I'm hoping that by the time you get this letter the meetings will be over and you will be back in the woods doing the things you enjoy and get paid to do. I always thought that March and April were just for that first aid training, but obviously that was only the tip of the iceberg. Pro-Logger training, sawmill contractor meetings, log quality meetings, and OSHA faller training were just a few that helped fill in those lonely months with nothing else to occupy your time.

Last year turned out to be a good year accident wise, but as all of you know, those many small accidents and near misses could have gone the other way and *COULD* have changed the results dramatically. I guess what I'm saying is that this safety effort on your part never really ends.

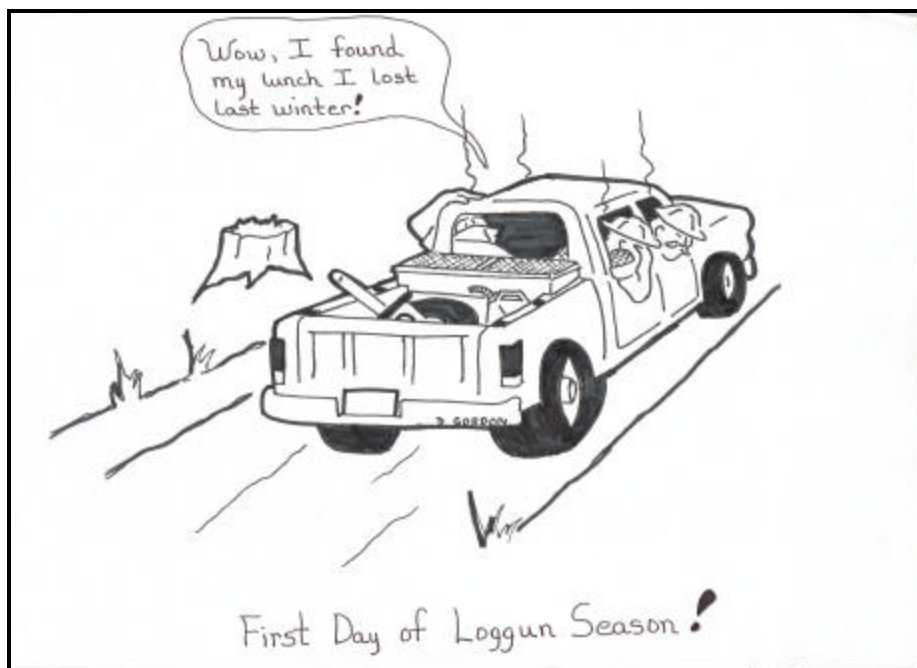
Although there is some skepticism about what this summer will bring, it does appear that many of you will have the opportunity to move more wood than last year. If that doesn't mean

more volume, it certainly means more of those small trees, which means... a lot more chances to have an accident.

One last comment, I know some of those classes get pretty repetitious, but the one thing that makes it fun for us is getting to see and talk to all the loggers across the state that we only see once a year. **THANK YOU!** That's about all. Have a good, safe summer and we'll see you in the woods.

Inside this issue:

2003 Spring Training	2
Let's Pick on Truck Drivers	3
How did the Pre-Start-Up Meeting Go?	4
Satellite Phones	5
First Aid	6
Pro Logger Certification	8
Be Prepared	9





Timing is everything. About a week after we traveled all around the state telling hundreds of loggers which phone numbers to call in case they have an accident on their job, we discovered that one of the phone numbers had been changed!

The 1-800-632-8000 remains CORRECT; it's the 208 number that is WRONG. The CORRECT number is 1-208-846-7610.

Kludt was in the process of ordering new stickers when we discovered our error, so when the new ones come in we will get them out to your jobs pronto. We apologize for this and feel it's only fair to put all the blame on Clifford.

2003 SPRING TRAINING

by Don Hull

"Over 1800 loggers attended the CPR and first aid and nearly 600 attended the afternoon Pro-Logger sessions"

I am declaring this years first-aid classes a great success. Apparently all of you guys needed training because the classes were very well attended. The overall attendance was the second largest since the big classes were started. Over 1800 loggers attended the CPR and first aid and nearly 600 attended the afternoon Pro-Logger sessions. After the

first few classes we had an idea that attendance would be up and, in fact, a couple of them were bursting at the beams. We apologize for that!

We thought the classes went very well and with the new way of doing CPR things really zoomed along. You guys must not have dozed off when we went through the CPR because the "volunteers" that came up in front did an excellent job in all the classes. The same can be said for those that demonstrated how to load an injured man onto a spine board.

We would also like to take this time to thank the Les Schwab Tire centers from Bonners Ferry, Sandpoint, Priest River, Post Falls, Hayden, Kellogg and Coeur d'Alene, in the north and St. Maries, Moscow, Grangeville and Orofino in the center of the state for furnishing doughnuts for classes in their areas. Also, Tisco Parts from Lewiston for the class in Orofino, Kahili Lubrication and Counseling in New Meadows and last but not least Dean's Tire in Emmett. We would also like to thank the sawmills for furnishing lunches for the loggers that stayed for the afternoon Pro-Logger training sessions.



Marsi Woody (from the Meridian office) explains CPR to the boys in Emmett. Kludt can't remember and Galen is completely in awe.

LET'S PICK ON TRUCK DRIVERS

By Cliff Osborne

There has been a tremendous increase in truck drivers being injured the last couple of years. Ten years ago the number of truck drivers being injured compared to logging accidents as a whole was very low. In the past few years this has changed considerably with truck driving injuries on a dramatic increase. There is not one particular thing you can point a finger at, but obviously something is going on.

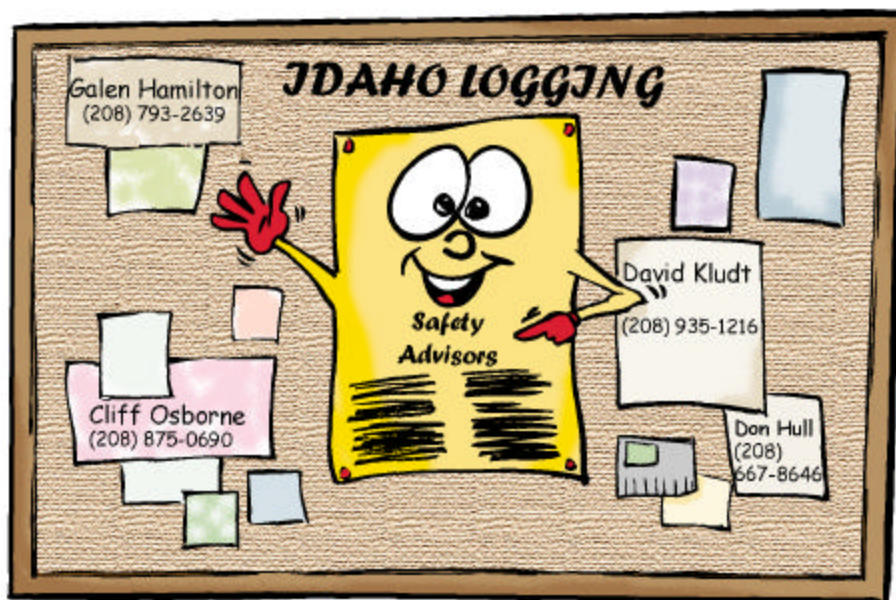
Slips and falls seem to be the major cause of the injuries. These accidents have occurred when drivers climb up on the trailer to install their cheater pipes, washing mirrors and windows and getting in and out of the trucks. Other drivers are hurting their shoulders and backs by tossing wrappers over the loads. Some have been injured when the loader knocks off a log with the heel rack onto the driver when he is hooking up the wrappers on the loader bucket.

One thing you can attribute accidents to is gravity. When a log falls off a truck it is controlled by gravity. When a three hundred pound truck driver falls off of an empty loaded trailer and hits the ground, that's the result of gravity. Wrappers have

to be placed and cheaters have to be installed but if drivers stay in a safe zone when wrapping up, and wait until the trailer is on the ground before putting in cheaters we can reduce these kinds of accidents. Proper footwear is also a must!

One thing I can't understand though is why drivers insist on getting under the load, pulling pins and working on light and scale cords while the loader is working. I guess they aren't thinking right because they are tired. A driver may have just gotten back from hauling a load to Egypt. It took twenty-three and a half hours to make the trip, the price was based on a two-trip haul and saving two minutes would probably help.

Logs need to be hauled to the mill, just as they have to be fell, skidded and loaded. I guess there is only so much money in a tree to be passed around to the loggers and truckers. That is one reason why spending money on these types of accidents needs to be avoided. If anyone has a solution to the ongoing rise in truck driver accidents, your comments would be appreciated.





A sawyer was seriously injured when he was struck by a tree that was fell by one of his sawing partners. Three sawyers were cutting on a strip and to begin with there was adequate room between them. As they neared the end of the strip they were all working within only two tree lengths apart. One of the men lost a tree into another fallers strip. He was working the tree up and the other sawyer lost a tree down the hill towards the first sawyer. Just as the sawyer saw the tree leave the stump he got a glimpse of the man working below him. He yelled but it was too late. The tree struck the logger breaking his shoulder and causing internal injuries.

The third sawyer was contacted and while the one sawyer stayed with the injured man, the third sawyer hiked out to the pickup and contacted Idaho State Communication on the FM radio. Within forty-five minutes a helicopter arrived on site. By this time, a good trail had been cut out by the rest of the crew who were contacted about the accident. As it turned out what could have been a very serious situation came out not so bad because these loggers used their heads and had a plan.

HOW DID THE PRE-START-UP MEETING GO?

By the time you read this newsletter I assume and hope that most of the logging companies are back in the woods with chokers zinging and chips flying. After the spring break, I am sure you were ready to go with all the fuel tanks filled, saws sharpened and equipment greased. But, how did you do with some of those meddlesome items.

Did you get to set down with the crew and go through your “checklist”??

Does everyone have a first-aid card?

Where are the MSDS sheets?

Can the crew recognize “do not start” tags?

Loading procedure?

Crew will wear required safety equipment?

Fire extinguishers?

Location of first-aid kits?

Emergency evacuation procedure?

Cable inspection and documentation?

2 tree lengths between fallers?

Snags around the landing?

Training and documentation?



Now is the time to also go through the first-aid kits and check to make sure they’re up to snuff. Remember, all first-aid kits are supposed to have a Blood-borne Pathogen Kit inside.

I know paperwork is not a logger’s favorite thing to do, but I keep wondering if it wouldn’t be easier taking twenty minutes at the first of the season to get this stuff out of the way instead of worrying about it for the whole year. If you would want a “complete” checklist for your company, as in a company safety plan, just let one of us safety guys know. We can have one out on your job in a jiffy!

SATELLITE PHONES GETTING CLOSER TO BEING AFFORDABLE

by Galen Hamilton

Communication has always been a big part of logging. The first real fancy communication system I was ever around was when I started working in the woods. They put me down hooking logs and every now and then the fellow I was working with threw a stick in the air and the logs would suddenly start skidding up the hill- it was amazing! Later that afternoon I thought I would try some of that stick throwing, and sure enough the logs started up that hill. It seemed kind of unfortunate for that other fellow since he was standing right amongst all those logs at the time. When he dusted himself off and got his wind back he introduced me to

another type of communication device, a pine limb over my head.

"The one system that I always thought would be good for you loggers is the satellite phones"

Since that time we have seen quite an advancement in communication devices. The company radio systems are really good with stronger and better placed repeaters. Cell phones have made life easier also. The only trouble with these systems, as you well know, is when you travel outside of their range. Since many of you lumberjacks work most of the time in remote areas, this is a problem.

The one system that I always thought would be so good for you loggers is the satellite phones. Years ago a timber buyer friend of mine had one in his pickup and wow, did it work. If you could see the sky, you could call out. The one little hold up at that time was the price, over \$3000.00 if I remember right. About four or five years ago a logging contractor asked me to look into the price of one at that time. Around \$1500.00, still on the spendy side. Then this spring we got to talking to a logger at the Pierce first-aid class and he said he had purchased a satellite phone and commented how well it worked in the back country where they usually log. When he mentioned the price I thought it might be worth looking into.

What it appeared like to me was that you could purchase a satellite phone for between \$400.00 to \$475.00. The monthly rate would vary depending on what option you want. \$35.00 per month with 30 free minutes, \$50.00 per month with 120 free minutes and so on seemed to be the average. Remember, with the flick of a switch you can have your normal cell service.

Obviously we look at this as the perfect communication device when you have an acci-



dent on the job site. But I have been around you loggers enough to know that if you would have been able to talk to your wife during the day when she was in town, she could have brought those parts home with her saving you that hour trip later. Or when you discover that the last truck of the first round decided to take the ticket book with him, it might be handy to give him a call and get that book headed back to the woods on one of the empties. I am not pushing this deal, just letting you know what I found out. This might not be worth it for most companies, but may really work for some others.

Of course we still have that old, reliable form of communication, the hand signal. In fact every time I see that hooker friend of mine he still gives me the same signal! It's been over twenty five years ago and I am still scared to throw sticks in the air.

FIRST AID 2003



Gene Applington (standing), Robin Welter (sitting to left) from the C-PTPA in Orofino, go over some common sense training in fire control on the jobs for the loggers in Deary.



What are Cliff and Galen going to come up with next??

New Meadows



The boys in Deary were a little crowded but certainly look excited. If they would have been in Sandpoint or Kellogg they would know what crowded is!

I'm not sure they need all of those doughnuts!!!
How about some apples???



Galen explains how to handle those neck and back injuries and some of the loggers in Deary prepare to load a man onto a spine board.





A hooker barely escaped serious injury while working on a line strip in northern Idaho. He had hooked a turn and was watching it head up the hill when it lodged behind a stump. Thinking that another little pull would dislodge the logs, he gave the go-ahead. Within a split second the drag swapped ends. He barely had time to drop to the ground as the logs flew over his head.

Although most hooking accidents involve slips and falls, probably the next big cause of accidents comes from giving the go-ahead before being in the clear as in the above near miss. Without a little luck, these usually end up being very serious!

Landing Man Struck By Top

The grapple skidder had come into the landing and dropped its drag and was then backing out along side of the tree lengths. Where the landing narrowed, the skidder tire ran up on the butt of one of the tree lengths causing the top to kick sideways. The landing man, anxious to get to his work, was already limbing. The top knocked the logger to the ground causing no serious injury, but scaring the heck out of both the landing man and the skidder operator.

Whether it is a skidder backing out of the landing, the loader laying out logs or the line machine just pulling the chokers out of the drag, it is important to keep the guys out of the way until it's safe to go to work. Whether you're the owner, woods boss or the newest guy on the job, if you see someone jumping in there too soon, let them know about it!



During the first aid classes this spring, I had a number of loggers tell me that they had gone through LEAP and done the first aid training and pro-logger training and they were certified as Pro-Loggers. **THAT IS NOT TRUE!!!!**

If you have attended these meetings, you **MUST** call the

Associated Logging Contractors office in Coeur d'Alene (1-800-632-8743) and request that your name be put on the list. From that point on you should be kept updated as to your status. With all the paper work for the ALC to keep up with, it is still a good idea to keep a log with the dates of the meetings that you attend that you think will qualify in case their records are lost!



ACCIDENT

Galen wrote an article last spring about the fact that many accidents occur because the

normal routine is broken. Well, this is something that continues to happen.

A line skidding crew was working on a road behind two cat skidding crews. About noon the line machine broke down and the crew headed for town to get parts. When they reached the first cat crew the boys were down for the lunch. As they proceeded down the road they saw the skidder on the second crew heading for the landing with a drag. They assumed this crew was also breaking for lunch but still stopped, rolled down the window to listen, and honked the pickup horn. Hearing nothing they proceeded down the road. As they rounded the cor-

ner in a draw, a tree suddenly smashed the crummy directly on the cab. Looking at pictures of the crummy, the cab was completely flattened. The driver got drilled but luckily nobody else was injured. Apparently the tree hit on the post between the front and back seat breaking some of the impact. The driver received a broken neck, broken collar bone, and numerous other injuries which he has nearly recovered from at this time. Thanks to the expert help of the crews in removing him from the crummy and making use of the emergency rescue people, the injuries were not further complicated.

As any faller will tell you, his main focus is getting the trees to go where he wants them to and watching and listening for the skidding machine. With the saw running or even if it is not, the chances of hearing a pickup

horn are very minimal. I can also tell you that having a tree cut to "timber" and suddenly seeing something move into the line of fall is a very sickening feeling. All you can do is watch! The skidder is expected---THE CRUMMY IS NOT.

Most crews will take special precaution to make sure that an unexpected vehicle cannot drive into a strip where timber is being fell into the road but few consider an unexpected vehicle to come from inside the strip. This is something that requires extreme caution for the person in the unexpected vehicle. In this case the final result could have been a catastrophe.

I was visiting with a young logger about my age during one of the breaks at a first aid class this spring. This man now runs a processor but he used to strip saw logs for a company based out of Bovil. He commented to me about how safety and first aid have changed through the years. He said he once sawed into his lower leg but managed to get the bleeding stopped by wad-

ding his tee shirt on the wound. The woods boss called into the shop for the ambulance. Well, as it turned out the ambulance needed a battery so that took a while. Then they had to find someone to drive the ambulance, and that took awhile. The woods boss had to move the loader so he couldn't help with the rescue. Seven hours later the injured man arrived at the hospital in Moscow. It

BE PREPARED

took four months before he could return to work. The woods foreman commented to him on his return, "you know that accident of yours cost us a lot of money. It would have been cheaper if you would have just died." The incident occurred thirty-two years ago.



Idaho Logging Safety News
David Kludt
HC 11 Box 82
Kamiah, ID 83536

PRST-STD
U.S. POSTAGE PAID
PERMIT NO 1
BOISE ID

The Idaho Logging Safety News

Is published quarterly by the Logging Safety Bureau and is prepared by the Division of Building Safety, Rachel Manning, Administrative Assistant.

It is mailed to all logging companies in Idaho. We welcome your comments and suggestions. Call (208) 334-3950 or write:

*Idaho Logging Safety News, Logging Safety Bureau,
PO Box 83720
Boise, ID 83720-0048*

www2.state.id.us/dbs/dbs_index.html